

## Contract Awarded For New Finger Pier

### Entire Project Will Cost Between \$3.5 - 4 Million

The contract to build Lago's multi-million dollar No. 3 Finger Pier was awarded Aug. 12 to the Raymond Concrete Pile Company of South America, subsidiary of Raymond International. The entire project will cost between \$3.5 million and \$4 million dollars (Fls. 6,500,000 to Fls. 7,500,000) including the construction of immediate shore facilities, dredging and the dismantling of No. 4 Finger Pier.

Work on the 900-foot-long harbor facility will begin immediately. The pier itself is scheduled to be built in ten months with its south side slated for service by mid-1961. The dismantling of No. 4 Finger Pier and the dredging of the basin on the north side of the new pier will take an additional five months. The entire project is to be completed in early 1962.

#### Big Tankers Spark Project

With the advent of larger and larger ocean-going tankers it became evident in 1958 that there were too many small berths in San Nicolas Harbor and not enough big ones. The appearance of 50,000 deadweight-ton goliaths on ship designers' drawing boards sparked the thinking that led to Lago's overall harbor development project, when 1,279,000 cubic yards of spoil and coral rock were dredged from the harbor floor, was the initial step in the program with the next phase being the construction of No. 3 Finger Pier.

When the new pier is put in service, Lago will be able to handle five large tankers at any one time at its three finger piers plus one at the No. 1 Gasoline Dock. This is discounting the East Pier, which is slated for dismantling by 1965, and No. 2 Gasoline Dock, which is to be de-commissioned after No. 3 Finger Pier is put in service. With the new setup, No. 3 Finger Pier will berth two tankers up to 50,000 deadweight tons, No. 2 will take up to a 37,800 deadweight-ton vessel on its north side and up to a 50,000 deadweight-ton tanker on its south side, and No. 1 Finger Pier will berth a big 47,000 deadweight-ton tanker on its south side. The No. 1 Gasoline Dock can

accommodate up to a 27,000 deadweight-ton tanker.

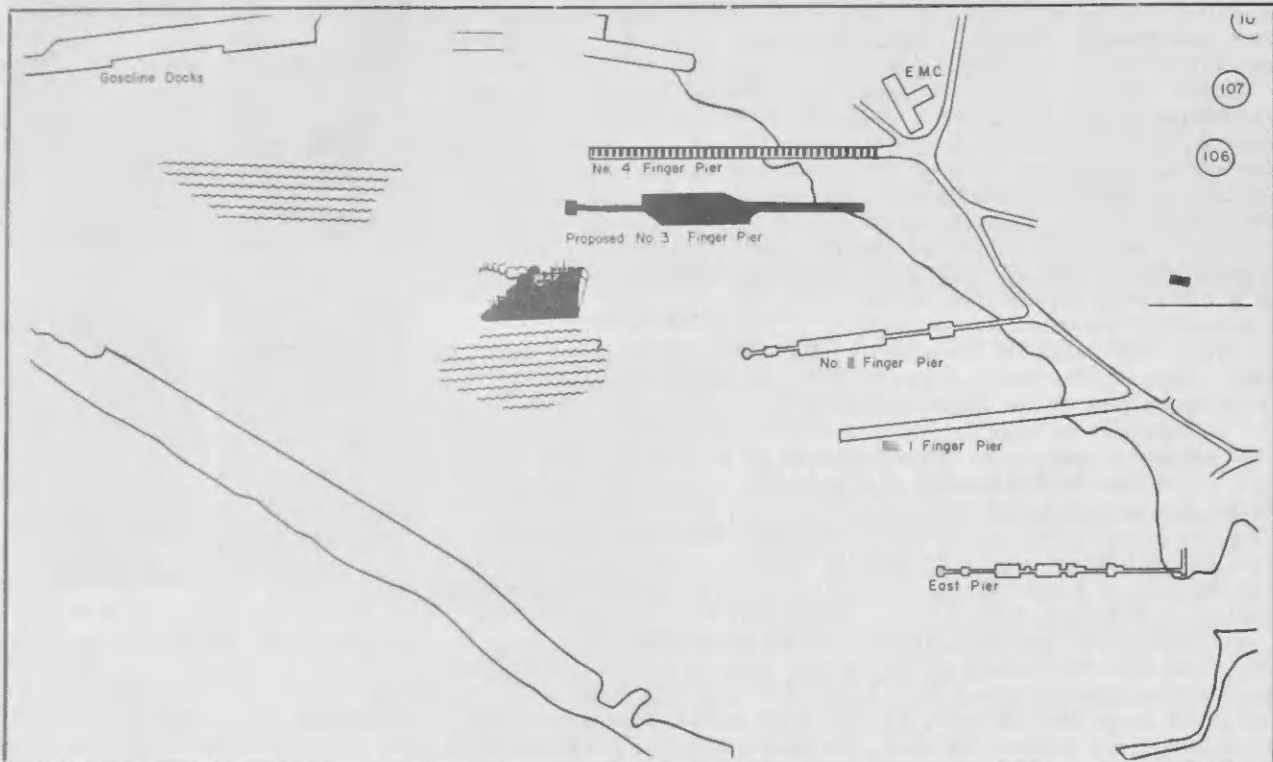
Although the present three finger piers, East Pier and two gasoline docks can berth ten ships of varying sizes simultaneously, the harbor will be able to handle the same tonnage with only three finger piers and one gasoline dock after No. 3 is put in service. In addition, the de-activation of No. 2 Gasoline Dock will increase the maneuvering area of big ships at the West Entrance.

Raymond Concrete Pile Company of South America was one of nine U.S. and European contractors that submitted bids for the big project. A major marine contractor, the firm constructed the sewer outfall for Los Angeles, California. This engineering achievement is a huge pre-cast concrete "pipe" that runs miles out in the Pacific Ocean. Along with the other eight applicants, Raymond had to submit designs for the pier's construction as well as a bid price. The successful applicant's design calls for a pier conceived to act as a continuous concrete girder supported on steel piles. To accomplish this feat, pre-cast and pre-stressed concrete slabs will be incorporated in the pier's deck with the mass supported by concrete-capped, steel fourteen-inch-deep H-piles. The piles will be cathodically-protected against corrosion.

#### Unique Appearance

Though the structure will have conventional turning and mooring dolphins, its construction methods and overall appearance will be unique to San Nicolas Harbor. The mammoth tankers will be berthed at a 106-foot-wide breasting island. Loading and unloading will be accomplished with free-standing loading arms, another feature new to Lago.

(Continued on page 8)



THE POSITION and shape of new No. 3 Finger Pier can be seen in the above layout of San Nicolas Harbor. After the pier is finished in mid-1961, No. 4 Finger Pier (shaded) will be dismantled and No. 2 Gasoline Dock will be de-activated. Also scheduled to go by 1965 will be the East Pier which was never intended to be a permanent installation.

E POSICION y forma di Finger Pier No. 3 nobo por worde mirá den sketch aki riba di haaf di San Nicolas. Despues cu e pier keda cla na mitar di otro anja, No. 4 Finger Pier (den sombra) lo worde desarmá, y No. 2 Gasoline Dock lo worde sacá for di uso. Tambe fihá pa worde kitá banda di 1965 ta East Pier cual nunca tabata intencioná como un instalacion

## Contract pa Pier Nobo Otorgá

### Projecto Lo Costa Fls. 6.5-7.5 Milion

E contract pa construi un finger pier nobo na Lago costando millones di dollar a worde otorgá Aug. 12 na Raymond Concrete Pile Company of South America, subsidiario di Raymond International. Henter e projecto lo costa entre \$3.5 milion y \$4 milion dollar (Fls. 6,500,000 pa Fls. 7,500,000) incluyendo e construcion di instalacionnan di terra, dragamento y desarmamento di No. 4 Finger Pier.

Trabao ariba e pier di 900 pia largo lo cuminsa mes ora. E pier mes ta fihá pa worde trahá den diez luna; su banda di zuid lo mester drenta servicio pa mitar di 1961. Desarmamento di No. 4 Finger Pier y dragamento di e basin banda di nord di e pier nobo lo tuma un cinco luna mas. Henter e projecto mester keda cla na principio di 1962.

Cu advento di tanqueronan mas y mas grandi e bira evidente na 1958 cu tabatin mucho lugar di mara cu ta chikito den haaf di San Nicolas y na suficiente cu ta bastante grandi. Ora bapornan di 50,000 tonelada e cuminsa worde planeá pa carga azeta e idea pa mehora haaf di Lago pa tene paso e coi terreno. E reciente projecto di dragamento, cual a saca 1,279,000 yarda cubico di material for di vloer di haaf, tabata e paso inicial den e programa y e siguiente fase ta construcion di Finge Pier.

Ora e pier nobo worde tumá na servicio, Lago lo por acomoda cinco tanquero grandi na su tres finger piers plus uno na No. 1 Gasoline Dock. Esaki ta contando afor East Pier, cual mester worde desarmá banda di 1965, y No. 2 Gasoline Dock, cual lo mester worde sacá for di uso despues cu No. 3 bini na servicio. Segun e arreglo nobo, No. 3 Finger Pier lo tuma dos tanquero di te 50,000 ton peso morto, No. 2 lo

### Projecto Lo Tuma Diez - Cinco Luna

tuma un bapor di te 37,800 ton na su banda di nord y un di te 50,000 ton na su banda di zuid, y No. 1 Finger lo tuma un tanquero di te 47,000 ton na su banda di zuid. No. 1 Gasoline Dock por acomoda un tanquero di te 27,000 ton peso morto.

Maske e actual tres finger piers, East Pier y dos gasoline dock por acomoda diez bapor di tamanjo variable simultaneamente, e haaf lo por acomoda e mes cantidad di tonelada cu solamente tres finger piers y un gasoline dock despues cu No. 3 bai na uso. Ademas, sacamento di No. 2 for di servicio lo aumenta e espacio pa bapornan maniobra na entrada pabao.

Raymond Concrete Pile Company of South America tabata un di e nueve contratistanan di Estados Unidos. (Continúa na pagina 8)

## Cuatro Homber A Cumpli Trinta Anja di Servicio

Durante luna di Augustus cuatro empleado a recibi nan reconocimiento pa e hecho cu nan a cumpli treinta anja di servicio. E empleadonan aki ta Alfred Philip, carpenter A den Mechanical-Scaffold; Luisito Yarzagaray, foreman den Mechanical-Paint; Harold J. Ashlock, operations coordinator den Executive Office, y James A. Moses, postmaster den General Services-Stewards.

Emblema y certificado pa treinta anja di servicio a worde presentá na Sr. Philip, Sr. Yarzagaray y Sr. Ashlock door di F. C. Donovan, gerente general interino, na un reunion special di management staff teni Aug. 10. Sr. Moses a recibi su emblema y certificado na un otro ocasion.

Despues di worde felicitá door di Sr. Donovan pa nan contribucion na compania over di un periodo di casi un tercer siglo, e empleadonan a tende nan carera worde exponi door di J. R. Proterra, superintendente interino di Mechanical Department, y G. L. MacNutt, superintendente general interino.

Sr. Proterra a bisa cu tanto Sr. Philip como Sr. Yarzagaray a cu-

minza nan carera cu Lago Aug. 7, 1930. Sr. Philip a cuminsa traha cu Lago como butcher's helper den comisario. El a transferi pa carpenter craft Sept. 13, 1933, como tradesman fourth class. Na 1937 el a worde promoví pa carpenter y na 1941 el a avanza pa carpenter A. E empleado aki, nativo di Grenada, no tabatin ningun ausencia deductible durante su carera y tampoco el a yega di sostene un accidente cu e resulta den perdida di tempo. El tin idea di bai cu pension na November.

Sr. Yarzagaray a cuminsa na Lago como chipper den Mechanical-Paint. Despues el a avanza pa painter na September 1937, y painter A na

(Continúa na pagina 2)

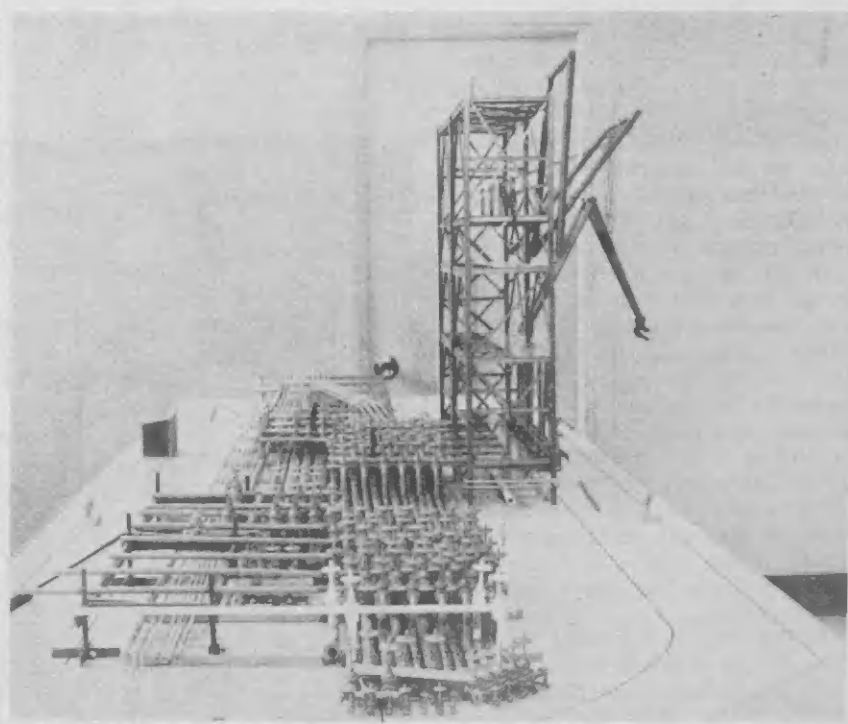
## Lago's Overtime Hot Lunch Plan To Start Sept. 1

As a result of recent negotiations between Lago's management and the LEC, employees working overtime will be provided with hot lunches instead of box lunches when the new plan takes effect Sept. 1.

Between the hours of 10 a.m. and 1 p.m. and between 5 p.m. and 8 p.m., all overtime employees, with the exception of those working in areas where it is physically impossible to furnish the new service, will be given overtime lunch slips valued at Fls. 3 for hot lunches to be picked up at Mobile Canteen stops. Box lunches will not be available during the above hours nor will hot lunches be available to overtime employees at any other times than listed above.

The choice of food is up to the employee but under no circumstances will the overtime lunch slips be redeemable for cash. He can choose any items available at e Mobile Canteen. The new slips will be made out

(Continued on page 8)



FREE-STANDING loading arms destined for Lago's new No. 3 Finger Pier will be one of the pier's outstanding features. This model of the pier's breasting island shows the detail and position of one of the loading arm structures plus manifold and piping.

BRAZANAN DI carga cu ta pará liber destiná pa Finger Pier No. 3 nobo di Lago lo ta un di e aspectonan sobresaliente di e pier. E modelo aki di e isleta na e pier ta muntra e defaye y posicion di e braza na un banda di e pier plus manifolds y tubería.



# ARUBA ESSO NEWS

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## Profits

Editor's Note: At the annual meeting of the American Petroleum Institute Division of Refining, M. J. Rathbone, president of Standard Oil Company (N.J.), made the following remarks at the conclusion of his address:

"We cannot afford to run a major segment of (the oil) industry as though it were some sort of a proving ground for technical performance and bookkeeping agility. We seem to be capable of making everything conceivable at a refinery except money. Nevertheless, I'm absolutely convinced that every refiner..... has both the equipment and the raw materials needed to produce this strange and elusive commodity.

"I think profits can and must become a prime product instead of an incidental or accidental by-product. What is essential is the determination to think and operate as business men. If we do think and act in these terms we will have taken a long step toward restoring our own self-confidence and will undoubtedly exert an important influence on all other branches of our industry. In the long run, everyone will to better off."

## Ganashi

Nota di Redactor: Na e reunion anual di e Division di Refinacion di American Petroleum Institute, M. J. Rathbone, presidente di Standard Oil Company (N.J.) a haci e siguiente observacion na conclusion di su discurso:

"Nos no por permiti nos di maneja un segmento mayor di industria (petrolero) como si fuera e ta un sorto di terreno di prueba pa prestacion tecnico y agilidad administrativo. Nos ta parce capaz di haci tur cos muntra concebible na un refinaria, escepto placa. Y toch mi ta absolutamente convencí cu cada refinador..... tin tanto e plantanan como e materia prima cu ta requeri pa produci e mercaderia stranjo y elusivo aki.

"Mi ta kere cu ganashi por y mester bira un producto primario en vez di un producto secundario incidental di accidental. Loke ta esencial ta e determinacion pa pensa y opera como hendenan di negoshi. Si nos pensa y actua den e sentido aki anto nos lo a tuma un paso largo den direccion di re-establecimiento di nos mes confianza propio y indudablemente nos lo echerce un influencia importante ariba tur otro ramonan di industria. A lo largo, tur hende lo sali mehor."

## Retirement Dates Are Set By Six Long-Service Men

Service careers ranging from eighteen years to nearly thirty-three years will be terminated by six employees when they leave Lago Sept. 1 for retirement on that date or in the near future. The six are William E. Porter, personnel relations coordinator in the Industrial Relations Department; Jose M. Winterdaal, corporal A-dockman in Process-Receiving and Shipping-Wharves; Raymond E. Bowen, zone foreman in Mechanical-Pipe; Vicente Croes, pipefitter A in Mechanical-Pipe; Hoze A. C. Figaroa, pipefitter helper A in Mechanical-Pipe, and Frederic Keil, head cook in General Services-Dining Hall.

Longest service of the six is held by Mr. Porter who will retire in the near future with thirty-two years and eleven months of company service. He was first employed Nov. 17, 1927, in the Marine Department of Standard Oil Company (N.J.). He transferred to Aruba Nov. 23, 1937, as a subforeman second class in the Mechanical Department. He returned to New York City in February, 1940. Following five years' service in the armed forces of the United States, he returned to Lago in March, 1947, as special assistant to the manager of the Marine Department. Mr. Porter transferred to the Industrial Relations Department in October, 1952, as employment supervisor-staff and regular and assumed his present position in February, 1957.

Mr. Winterdaal will have thirty-two years and five months of company service when he retires Sept. 1. He joined Lago Jan. 28, 1928, as a Mechanical-Yard laborer. He was a dock wharfinger and corporal C from June, 1929, until he transferred to Process-Receiving and Shipping-Wharves in July, 1937. Mr. Winterdaal was promoted to corporal B in February, 1940, and became a corporal A in July, 1947. He assumed the duties of corporal A-dockman in April, 1956.

Mr. Bowen has nearly thirty-two years of service. He will leave Lago Sept. 1 for subsequent retirement. Mr. Bowen was originally employed Jan. 1, 1925, by the Standard Oil Company (N.J.) at Parkersburg, West Virginia. In June, 1936, he joined Humble Oil & Refining Company at Baytown, Texas, where he remained until Dec. 18, 1945, when he transferred to Lago as a subforeman in Mechanical-Pipe. Mr. Bowen was named a pipe foreman in August, 1950, and was promoted to zone foreman Aug. 12, 1957.

### Mr. Croes

Mr. Croes joined Lago Aug. 23, 1937. He started as a laborer D in Mechanical-Pipe where he has since remained. He advanced to pipefitter helper B in August, 1938, and was promoted to pipefitter helper A in November, 1944. Mr. Croes was subsequently advanced to pipefitter C in March, 1945, pipefitter B in March, 1946, and pipefitter A in December, 1955. He will retire Sept. 1 to his home in Aruba.

Mr. Figaroa has twenty-two years and two months of service. He came to Lago July 1, 1938, as a laborer D in Mechanical-Pipe and by December, 1939, had advanced to laborer B. He transferred to Mechanical-Yard in June, 1940, and returned to the pipe craft in June, 1941, where he was promoted to laborer A in April, 1942. He subsequently was promoted to pipefitter helper B in September, 1942, and pipefitter helper A, his present position, in February, 1945. He



W. E. Porter

J. Winterdaal



R. E. Bowen

V. Croes



H. Figaroa

F. Keil

will make his retirement home in Aruba.

Mr. Keil will leave Sept. 1 for subsequent retirement after serving the parent company and Lago for more than eighteen years. Mr. Keil was first employed as a cook by the Lago Petroleum Corporation at Lagunillas, Venezuela Aug. 19, 1938. He left company service in 1941 and later joined Lago in May, 1945, as supervising cook in the Dining Hall. Mr. Keil was named head cook in the Dining Hall in July, 1940.

## Four Men Receive Thirty-Year Certificates In August

Four employees received recognition in August for having attained thirty years of service. The long-service men are Alfred Philip, carpenter A in Mechanical-Carpenter; Luisito Yarzagaray, foreman in Mechanical-Paint; Harold J. Ashlock, operations coordinator in the Executive Office, and James A. Moses, postmaster in General Services-Stewards.

Thirty-year service emblems and certificates were presented to Mr. Philip, Mr. Yarzagaray and Mr. Ashlock by F. C. Donovan, acting general manager, at a special management staff meeting Aug. 10. Mr. Moses received his emblem and certificate at a later ceremony.

### Histories Related

After receiving congratulations from Mr. Donovan for their contributions to the company over a period nearly one-third of a century long, the thirty-year employees heard their service histories related by J. R. Proterra, acting mechanical superintendent, and G. L. MacNutt, acting general superintendent.

Mr. Proterra said that both Mr. Philip and Mr. Yarzagaray began their Lago careers Aug. 7, 1930. Mr. Philip joined Lago as a butcher's helper in the commissary. He transferred to the carpenter craft Sept. 13, 1933, as a tradesman fourth class. In 1937 he was promoted to carpenter B and in 1941 he was advanced to carpenter A. The Grenada-born employee has had no deductible absences during his career nor lost-time accidents. He plans to retire this November.

Mr. Yarzagaray started at Lago as a chipper in Mechanical-Paint. He subsequently advanced to painter B in September, 1937, and painter A

in February, 1941. Mr. Yarzagaray transferred to Mechanical-Colony Maintenance in March, 1945, and was promoted to subforeman B in January of the following year. He went back to Mechanical-Paint in 1951 as a paint subforeman, then became foreman in October, 1957. Mr. Proterra specifically cited the safety record of the Paint Shop and said that Mr. Yarzagaray's men had established their own record of working 1977 straight days without a Paint Shop man incurring an injury of any kind. Mr. Yarzagaray's entire thirty years' service have been attained without a deductible absence and he has never had a lost-time injury.

In outlining the employment history of Mr. Ashlock, Mr. MacNutt said that the thirty-year employee coordinates refinery runs in four important areas — Lago, Amuay,

Caripito and La Salina. He began his Lago service July 25, 1930, as an anti-knock tester in TSD-Laboratories. In August, 1930, he was promoted to chemist. After serving in this capacity for nearly six years, he attained the position of chief process statistician in February, 1936. Mr. Ashlock was named group head-process statistics in January, 1939. He transferred to the Executive Office in August, 1944, as operations coordinator, his present position.

### Mr. Moses

Mr. Moses began his Lago service July 9, 1929, as a houseboy in Mechanical-Stewards. After a short work period in the Dining Hall he transferred to General Services-Stewards where he was named a post office clerk in 1932. Mr. Moses was named postmaster, his present position, in August, 1937.

## Trinta - Anja

(Continua di pagina 1)

Februari 1941. Sr. Yarzagaray a transferi pa Mechanical-Colony Maintenance na Maart 1945 y a worde promovi pa subforeman B na Januari di e siguiente anja. El a bolbe Mechanical-Paint na 1951 como paint subforeman, despues a bira foreman na October 1957. Sr. Proterra a cita especificamente e record di seguridad di Paint Shop y a bisa cu e trahadornan di Sr. Yarzagaray a establece nan mes record di 1977 dia consecutivo sin un minimo accidente.

Comentando ariba carera di Sr. Ashlock, Sr. MacNutt a bisa cu e empleado aki ta coordina refinacion den cuatro importante sitio — Lago, Amuay, Caripito y La Salina. El a

cuminsa su servicio cu Lago July 25, 1930, como anti-knock tester den TSD-Laboratories. Na Augustus 1930 el a worde promovi pa quimico; el a alcanza e posicion di chief process statistician na Februari 1936. Sr. Ashlock a worde nombrá group head-process statistics na 1939. El a transferi pa Executive Office na 1944, como operations coordinator.

Sr. Moses a cuminsa su servicio na Lago Juli 9, 1929, como houseboy den Mechanical-Stewards. Despues di un breve periodo di trabao den Dining Hall el a transferi pa General Services-Stewards unda el a worde nombrá post office clerk na 1932. Sr. Moses a worde nombrá postmaster, su actual posicion, na Augustus 1937.



H. J. Ashlock



A. Philip



L. Yarzagaray

## Schedule of Paydays

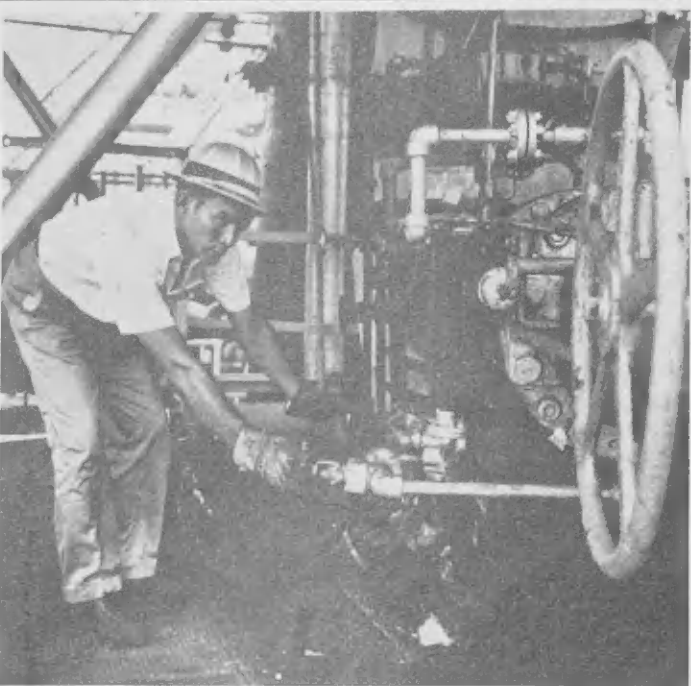
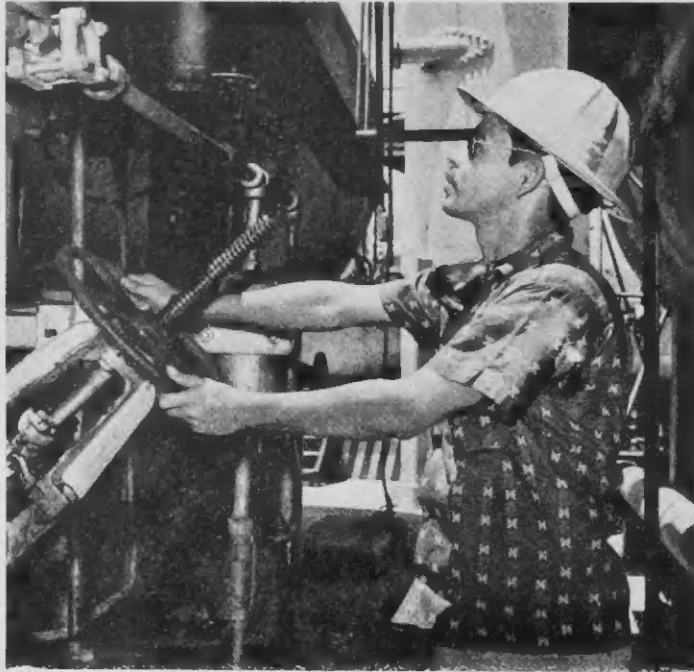
### Semi-Monthly Payroll

Aug. 16-31 Thursday, Sept. 1

### Monthly Payroll

Aug. 1-31 Friday, Sept. 9





### Photo Quiz

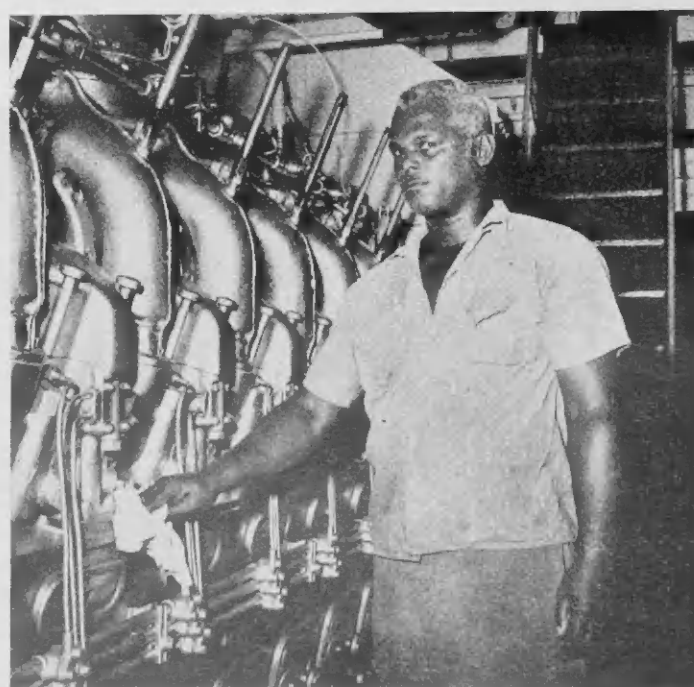
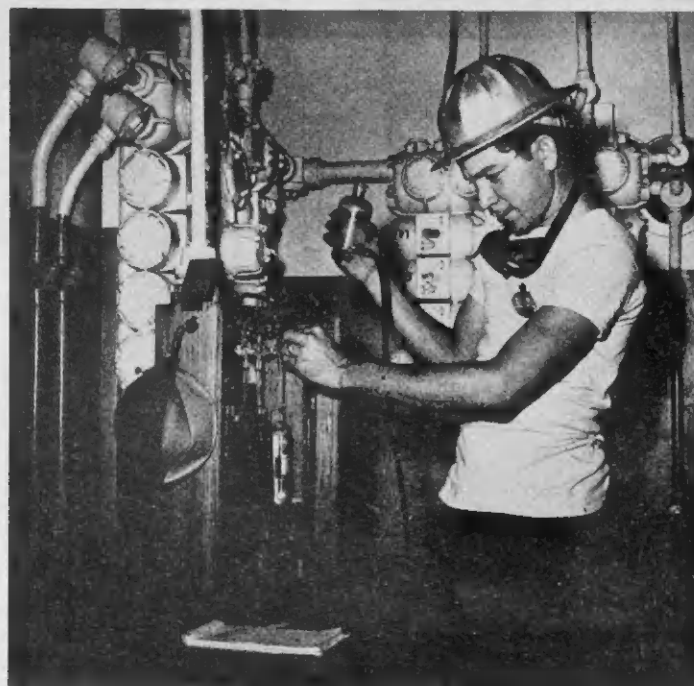
## Match Job with Title

This photo quiz will surely separate the men from the boys — in other words, a thirty-year man should come up with a perfect score or at least a nine or ten. Those fairly familiar with refinery operations can boast if they get six or seven correct. Family members should make a four or five. Correct answers can be found on page 8.

In space under each illustration, write in appropriate job title.

E rompecabeza aki seguramente ta bai separa homber for di mucha — en otro palabra, un homber cu trinta anja di servicio mester por obtene un anotacion perfecto of a lo menos nuebe of diez bon. Contestanan bon ta worde hayá ariba pagina 8. Den espacio bao cada ilustracion, scirbi e titulo correcto.

Burner	Oiler	Treater	Wharfinger
Pre-Packer	Houseman	Rigger	Levelman
	Operator	Pumper	Wiper







## Night Beat

INTO A comforting circle of light pedals a Lago Police Department bicycle patrolman. On the Night Beat, such a patrolman helps maintain the security of the concession, a multi-million dollar responsibility. DEN UN circulo comfortable di luz ta drenta un patrolman di Lago Police ariba bicicleta. Den warda di anochi a patrolman aki ta yuda mantene seguridad di e concesion, un responsabilidad involucrando millones di dollar.

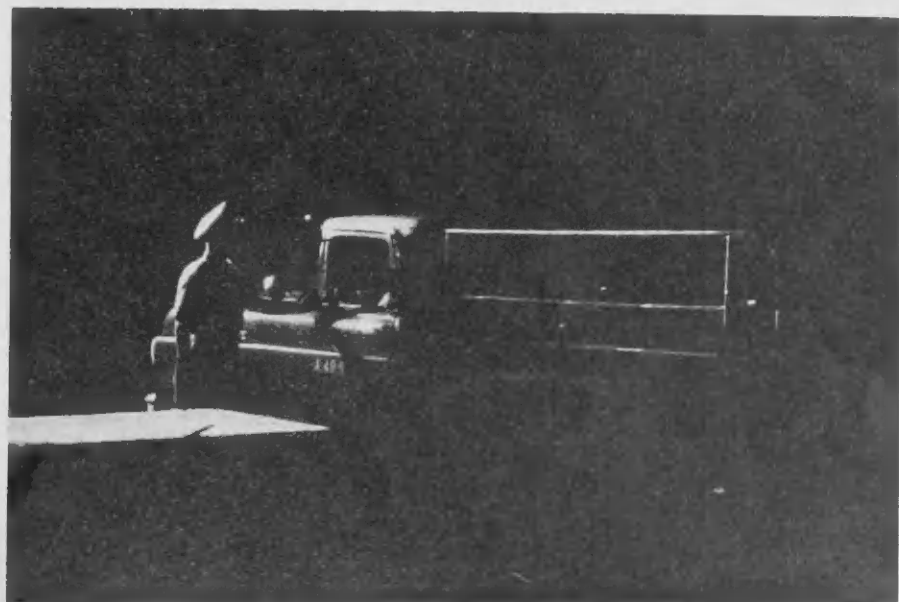
PATROLMAN J. V. van Stralen, makes a routine phone call to headquarters during the course of his Night Beat duties.

PATROLMAN J. V. van Stralen ta haci un yamada telefonico di rutina durante curso di su warda di anochi.



PATROLS ARE made by police van as well as on foot or bike. Corporal F. S. Scott checks the Dining Hall, above, and a second lieutenant, below, makes a routine check in the Reclamation Yard.

PATRUYA TA worde haci cu auto, na pia y cu bicicleta. Corporal F. S. Scott ta check Dining Hall, ariba, y un segunda luitenant, abao, ta haci un check rutina den Reclamation Yard.



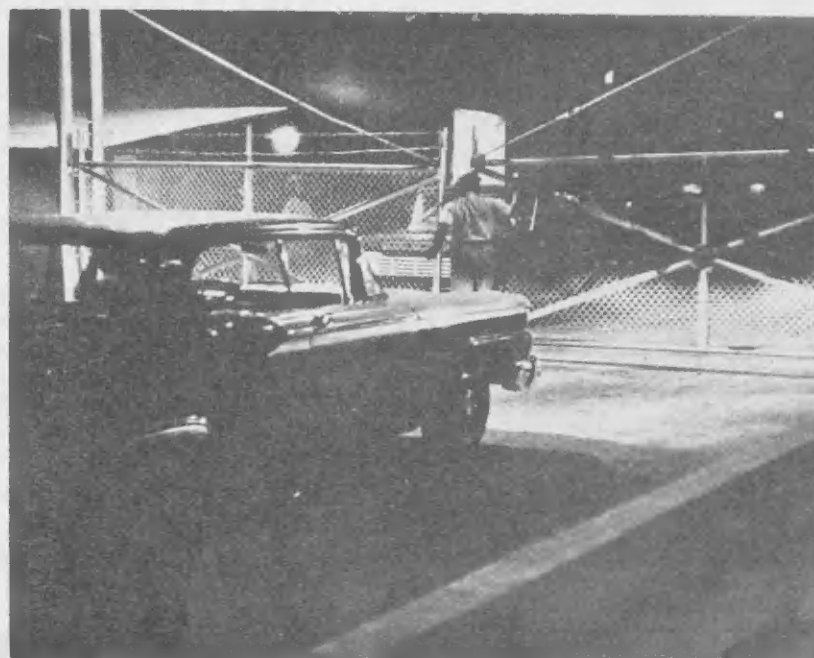
**N**ight Beat. Day workers head homeward; a small group of men wearing the gray uniforms of the Lago Police Department move quietly through the concession, some assigned to patrol outlying areas and others destined to man guard posts. Minutes become an hour and one hour becomes two. Then night hits with cat-like swiftness; the horizon literally swallows the sun, quenching its light-giving fire. Naked lamps set the stage for Night Beat as they stab the blanket of darkness that has covered the near-sleeping refinery.

When night shift patrolmen go on duty the refinery population has thinned perceptibly — the staccato-like sounds of air hammers and roar of open exhausts are replaced with the soft note of trade winds. The near-silence of night is broken as the breeze picks up a scrap of paper and sends it dancing across hard soil. Quiet especially prevails in outlying concession areas that make up the patrolman's beat. In such a setting, the rattle of a bicycle sprocket is magnified out of all proportion. As the vehicle glides into a comforting circle of light its rider can easily be identified.

He's a bicycle patrolman making his rounds. Each checkpoint is a punch clock which records the time of his stop. This could be the Reclamation Yard, busy by day, empty by night. The patrolman's job is basically a two-fold one. First of all he is maintaining a security watch. Secondly, he and his twenty-four fellow policemen are an integral part of Lago's fire protection system.

Security is a must in a large industrial plant such as Lago. The concession is a multi-million dollar investment and a source of employment for 4500 persons. To allow unauthorized persons in refinery, lower yard and tank farm areas could place both the individual and the company in jeopardy. Should such a person, not acquainted with safe practices necessary at Lago, be injured then the company would be liable. And of course the patrolman is making his rounds to protect valuable property from

(Continued on page 6)



CHIEF SPITZER estimates that 6000 vehicles of all kinds pass in and out concession gates in a twenty-four-hour period. Above and far right is activity at Gate No. 2. Checking a back door of the Dining Hall, center, is a corporal on patrol.

HEFE SPITZER ta calcula cu mas of menos 6000 vehiculo di tur clase ta pasa door di portanan di e concesion den cualkier periodo di binticuatro ora. Ariba y leuw banda drechi ta munstrá actividad na Porta No. 2. Den centro, un corporal na patrulla ta check un porta.



ALWAYS ON duty is at least one constable of the Lago Brigade. Left is Constable P. J. van Venetier. A shift supervisor at quarters, right, takes time out for a coffee break. In the background is the duty office's radio operator.

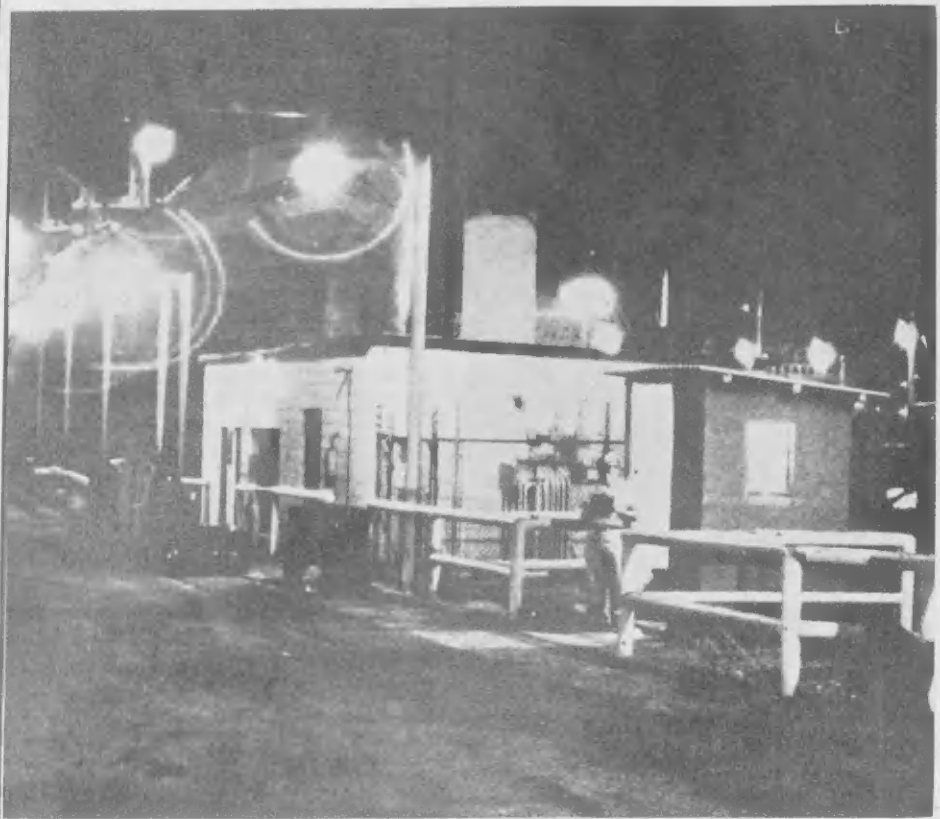
SEMPER NA warda ta a lo menos un polis di gobierno. Banda drechi ta Polis P. J. van Venetier, supervisor di warda na cuartos, ta tene un descanso pa bebe koffie. Banda patras ta e operador di radio pa e oficina di deber.



A SERGEANT on patrol at night. Above, a sergeant on patrol at night. Below, a sergeant on patrol at night.

UN SERGEANT na patrulla den anochi. Ariba, un sergente na patrulla den anochi. Abao, un sergente na patrulla den anochi.

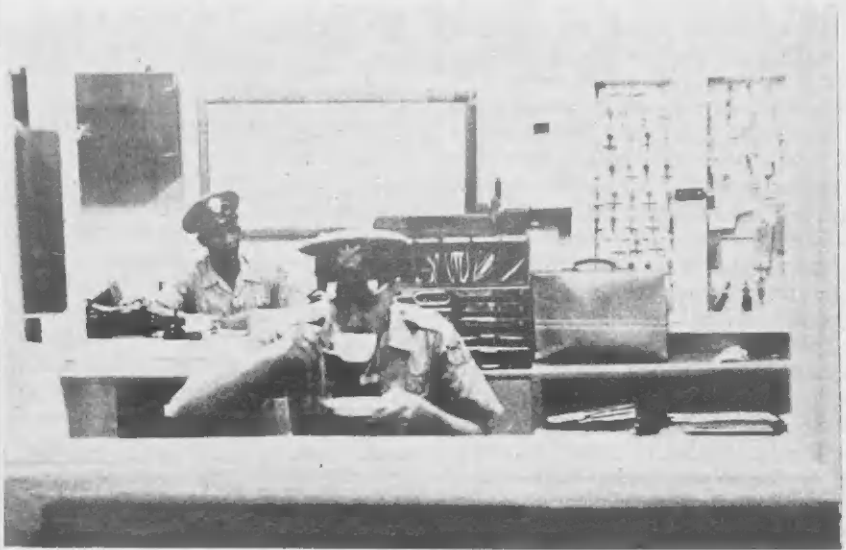
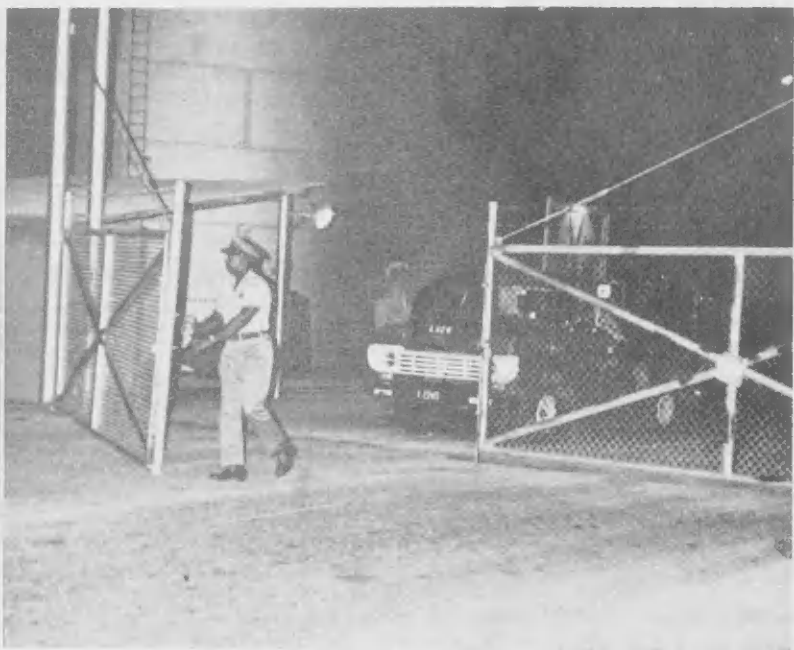




PATROLMEN GUARD finger piers.  
PATROLMAN TA guarda finger pier.



MAIN GATE guards check thousands of vehicle movements in a twenty-four hour period.  
GUARDANAN NA Porta Mayor ta check miles di vehiculo den cualquier periodo di binti-cuatro ora.



## Warda di Anochi

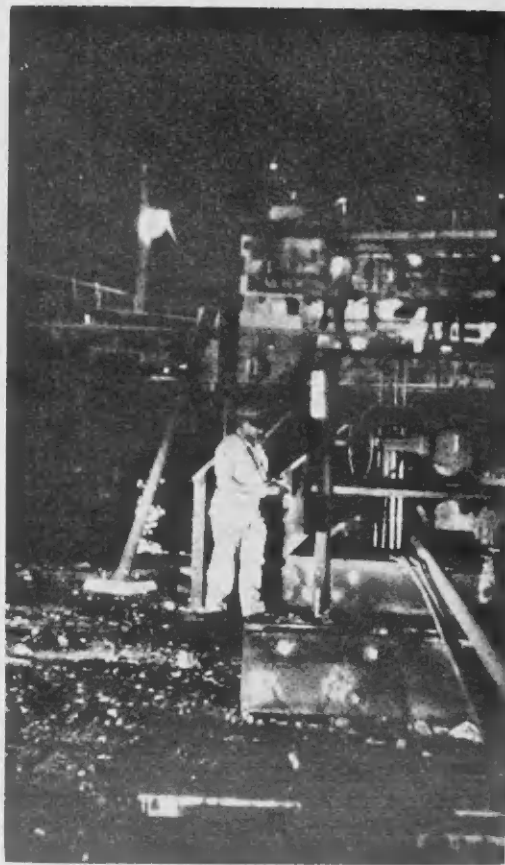
Warda di anochi. Trahadornan di den dia ta bai cas; un grupo chikito di homber cu uniform shinishi di Lago Police Department bisti ta move suavemente door di concesion, algun encargá pa patruya sitionan alejá y otro pa tene guarda na cierto puestonan. Minutnan ta bira ora y un ora ta bira dos. Presentemente nochí ta dreña cu liheza di un pushi; horizonte literalmente ta guli solo, apagando e luz incandescente. Luznan electrico ta pone e escenario pa warda di anochi, borando e capa nocturno cu a baha over di un refineria sonambulente.

Ora e patruyadornan di anochi subi worda e poblacion di refineria ya a mengua visiblemente — e zonido staccato di mashiennan di aire y grunjamento di exhaust habrí ya a troca pa e nota suave di biento alisio. E silencio completo di anochi ta worde kibrá door di e brisa cu ta coi un pida papel y ta corre'le su dilanti como bailando ariba suelo duro. Particularmente na e sitionan alejá cu ta forma terreno di e patruyador ta reina silencio. Den un ambiente asina e kraakmento di spaak di bicicleta mes ta crece for di tur proporcion. Ora e vehiculo yega den un circulo comfortable di luz, e corredor por worde identificá.

El ta un patrolman ariba bicicleta haciendo su rond. Cada punto di check ta un oloshi di punch cual ta registra e momento cu el a para ey. E sitio por bien ta Reclamation Yard, frecuentá den dia, abandoná anochi. Trabao di e patrolman aki fundamentalmente ta doble. Na promer lugar, el ta mantene un guarda di seguridad. Na segunda lugar, el y su binti-cuatro companjeronan ta un parti integral di Lago su sistema di proteccion contra candela.

Seguridad ta un mester den un planta industrial grandi manera Lago. E concesion ta un inverticion di millones di dollar y un fuente di empleo pa 4500 persona. Hendenan sin autorizacion den refineria, lower yard of tank farm por trece tanto e persona mes como compania den peligro. Si un tal persona kende no ta na altura di practiconan di seguridad na Lago worde heridá, anto compania ta keda responsable. Y naturalmente e patrolman ta tira su rond pa protega propiedad valioso di compania di worde usá door di hendenan sin autorizacion.

(Continua na pagina 7)



A LONELY check point is the Fire Water Pump House area where a fire security station is located.

UN PUNTO solitario pa controla ta e sitio rond di Fire Water Pump House unda tin un stacion di seguridad contra candela.



with a bicycle patrolman, left, during late night lit Gate No. 3 near the GOB.  
isulta cu un patrolman ariba bicicleta, robez, No. 3 cerca di Oficina Mayor splendorosamente iluminá.



SAILORS SURRENDER their special passes to Main Gate policemen as they return to their ship after a short shore leave. During the day, thousands of workers must be checked through this gate.  
NABEGANTENAN TA entrega nan paso special na poliznan di Porta Mayor ora nan bolbe nan bapor despues di un paseo breve.



AFTER A night's work, Radio Operator F. Brooke, left, and Patrolman D. Carter head for home and rest.  
DESPUES DI un anochi di trabao, operador di radio F. Brooke, robez, y Patrolman D. Carter ta bai cas unda un bon sosiego ta warda nan.



## Seis Empleado Ta Bai Retira den Futuro Cercano

Seis empleado cu ta bai laga Lago Sept. 1 of despues ta na punto pa cerra careranan cu ta varia den duracion for di diez-ocho te casi treinta y tres anja. Nan ta William E. Porter, personnel relations coordinator den Industrial Relations Department; Jose M. Winterdaal, corporal A-dockman den Process-Receiving and Shipping-Wharves; Raymond E. Bowen, zone foreman den Mechanical-Pipe; Vicente Croes, pipefitter A den Mechanical-Pipe; Hoze A. C. Figaroa, pipefitter helper A den Mechanical-Pipe, y Frederic Keil, head cook den General Services-Dining Hall.

### Sr. Porter

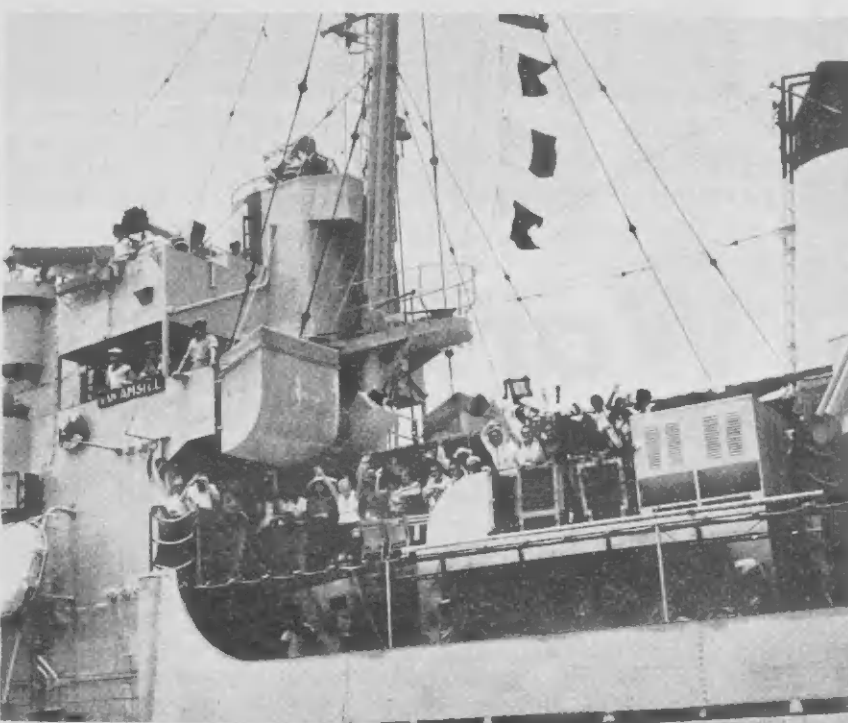
E servicio mas largo di nan seis ta worde ocupá door di Sr. Porter kende ta retira den futuro cercano cu treinta y dos anja y diez-luna di servicio cu compania. El a worde emplea Nov. 17, 1927, den Marine Department di Standard Oil Company (N.J.). El a transferi pa Aruba Nov. 23, 1937, como subforeman segunda clase den Mechanical Department. El a bolbe pa New York City na Februari 1940. Despues di cinco anja di servicio den fuerza armada di Estados Unidos, el a bolbe Lago na Maart 1947 como special assistant di e gerente di departamento di marina. Sr. Porter a transferi pa Industrial Relations Department na October 1952 como employment supervisor-staff and regular y a ocupa su posicion actual na Februari 1957.

Sr. Winterdaal lo tin treinta y dos anja y cinco luna di servicio ariba Sept. 1, e fecha cu el ta retira. El a cuminsa traha na Lago Jan. 28, 1928, como laborer den Mechanical-Yard. El tabata dock wharfinger y corporal C for di Juni 1929 te tempo cu el a transferi pa Process-Receiving & Shipping-Wharves na Juli 1937. Sr. Winterdaal a worde promoví pa corporal A na Juli 1947. El a cuminsa traha como corporal A-dockman na April 1956. El ta retira pa su residencia na Aruba.

### Sr. Bowen

Sr. Bowen tin casi treinta y dos anja di servicio. El ta laga Lago Sept. 1 pa retira despues. Sr. Bowen originalmente a worde emplea Jan. 1, 1925 door di Standard Oil Company (N.J.) na Parkersburg, West Virginia. Na Juni 1936 el a cuminsa traha cu Humble Oil & Refining Company na Baytown, Texas, unda el a keda te Dec. 18, 1945, tempo cu el a transferi pa Lago como subforeman den Mechanical-Pipe. Sr. Bowen a worde nombrá foreman di pipe na Augustus 1950, y a worde promoví pa zone foreman Aug. 12, 1957.

Sr. Croes a cuminsa traha na Lago Aug. 23, 1937. El a cuminsa como laborer D den Mechanical-Pipe unda el a keda. El a avanza pa pipefitter helper A na November 1944. Sr. Croes a worde avanzá despues pa pipefitter C na Maart 1945, pipe-



**BOARDING THE** Dutch destroyer Van Amstel Aug. 12 for Curaçao were the 120 members of the San Nicolas youth choirs, Bel Canto and Vivons en Chantant. Because of the illness of J. Bongers, they were under the direction of C. Stouten when they gave their three performances to military, religious and civilian audiences. The singers returned to Aruba Aug. 16 after the three successful and well-received performances.

**ABORDANDO E** bapor di guerra Holandes Van Amstel Aug. 12 pa un viaje pa Curaçao tabata e 120 miembronan di e koornan Bel Canto y Vivons en Chantant di San Nicolas. Pa motibo di enfermedad di J. Bongers, nan tabata bao direccion di C. Stouten ora nan a dura nan tres rendicion dilanti audiencianan militar, religioso y civil. E miembronan di e koornan a bolbe Aruba Aug. 16.

fitter B na Maart 1946, y pipefitter A na December 1955. El ta retira Sept. 1 pa su cas na Aruba.

Sr. Figaroa tin binti-dos anja y dos luna di servicio. El a bini Lago Juli 1, 1938, como laborer D den Mechanical-Pipe y pa December 1939 el a avanza pa laborer B. El a transferi pa Mechanical-Yard na Juni 1940 y a bolbe pipe craft na Juni 1941, unda el a worde promoví pa laborer A na April 1942. Despues el a worde promoví pa pipefitter helper B na September 1942 y pipefitter helper A, su actual posicion, na Februari 1945. El ta retira pa su cas na Aruba.

Sr. Keil lo laga Lago Sept. 1 pa retira subsecuentemente despues di traha cu compania pariente y Lago durante mas di diez-ocho anja. Sr. Keil a worde emplea originalmente como kokki door di Lago Petroleum Corporation na Lagunillas, Venezuela, Aug. 19, 1938. El a laga servicio di compania na 1941 y despues a bolbe cuminsa traha cu Lago na Mei 1945 como supervising cook na Dining Hall. Sr. Keil a worde nombrá head cook na Dining Hall na Juli 1948.

## Night Beat

(Continued from page 4)

being misused by unauthorized persons.

Equally important to Lago is the patrolman's fire watch. During the four to midnight and midnight to eight in the morning shifts there are many refinery areas literally devoid of personnel. A patrolman recently spotted a near fire in the Electronic Data Processing Center in the GOB. They have also quenched smoldering waste material that could have produced a conflagration.

### Duties Extend Farther

But the duties extend even farther in definition. The major job of the Lago Police Department, day and night, is keeping an air-tight check on refinery and concession security. According to Police Chief W. G. Spitzer everyone of Lago's 4500 employees is contacted by a force member each time the employee enters the refinery. And considering the fact that each of these may pass in and out of gates several times daily, it is not implausible to estimate that Lago policemen check eight to ten thousand identification badges every day. The badge must be checked before a man can obtain his time card and at the Main Gate alone, 2200 employees are so checked by methodical patrolmen.

An equally important task of patrolmen stationed at any one of Lago's eight entry and exit gates is checking vehicles. Chief Spitzer estimates that there are more than 6000 vehicular movements every twenty-four hours. When ships dock and the crew gets shore leave, their special passes must be cleared at the Main Gate. It's a constant security program of check, check, check! "We insist on identification every time an individual passes through one of our refinery gates," said Chief Spitzer. Add to the basic security and fire watch assignments the myriad of police duties the department handles every day and it is evident that the gray uniform of the Lago policeman is a familiar and welcome sight. In addition to our man on bicycle patrol, other patrolmen make their

rounds on foot and by truck. The system on the Night Beat is one of having a man patrol a given area, say the Reclamation Yard. He "reports in," so to speak, by punching a special clock located at stations along the way. Oft times, he will be the only man passing through an otherwise isolated area. He is trained to spot the small details that may indicate foul play or a fire hazard and he knows what to do when an incident occurs. He is picked for his honesty, integrity and intelligence. There is no place on the force for a n'er-do-well.

The man on the gate or Night Beat becomes a common sight. Trucks on patrol wend their way from station to station; a guard snaps a friendly salute to the bus driver; prowl "cars" sweep spotlights over a row of fishing boats; a corporal tests the lock on the Dining Hall — it's all in a day's, or in this case night's, work for men of the Lago police.

## Oloshi pa 25 Anja Di Servicio Duna Na 16 Empleado

Un cantidad casi mas halto cu nunca di empleadonan cu a cumpli binti-cinco anja di servicio a worde presentá oloshinan incribi di ore Aug. 3 durante ceremonianan na Centro di Recepcion. Diez-seis empleado di largo servicio for di tres departamento a recibi oloshinan pa binti-cinco anja di empleo for di F. W. Switzer, superintendente interino di departamentonan di staff y servicio. E grupo di mas grandi cu a yega di worde presentá oloshi pa binti-cinco anja di servicio tabata consisti di binti-un. Esaki a tuma lugar Sept. 3, 1958.

E diez-seis cu a recibi oloshi Aug. 3 pa servicio largo tabata H. A. Figaroa, General Services-Operations Division-Crafts; F. Croes, Light Oils Finishing; F. J. Dunbar, Receiving & Shipping; F. Martijn, Receiving & Shipping; y B. F. Lyle, Catalytic & Light Ends, tur di Process Department; C. Lacle, B. Erasmus, R. E. Pietersz, y V. Briezen, tur di Mechanical-Machinist; C. J. Maduro, Mechanical-Carpenter; S. Dirksz y N. Geerman, tur dos di Mechanical-Pipe; Z. Kelly y P. Henriquez, tur dos di Mechanical-Storehouse; H. V. Tromp, Mechanical-Paint, y R. A. Wever, Mechanical-Yard.

E cantidad total di oloshinan di servicio presentá desde inepcion di e programa ta awor 846.

## NEW ARRIVALS

**June 24**  
LACLE, Dominico - Mech. Pipe; A son, Juan Dominico

**June 25**  
DIJKHOFF, Roberto - Accounting; A son, Ronald Robertico

**June 27**  
PETROCCHI, Marcelino A. - Acid & Edel.; A daughter, Jacinta Marieta  
AREND, - Guillermo E. - Rec. & Ship.; A daughter, Lourdes Marieta

**June 29**  
PAULA, Efigenio M. - Mech. Carpenter; A son  
MADURO, Franciscus - TSD Lab No. 1; A son, Edgar Patricio

**June 30**  
KLEBERG, Charles W. E. - Utilities; A son, Leslie Rudy  
MADURO, Alejandro - TSD Lab No. 2; A daughter, Azucena

**July 1**  
GIBBS, Harold A. - Lago Police; A daughter, Janine Merie

**July 3**  
BRILL, William E. - Lago Police; A daughter, Gabrielle Uphita  
LOEFSTOP, Ignacio T. - Mech. Yard; A daughter, Mirna Mercedes  
VROLIJK, Leoncio - Mech. Storehouse; A daughter, Leoncia Phocasia

**July 4**  
WERLEMAN, Benito - Mech. Admin.; A daughter, Amalia Rufina  
CROES, Gilberto - Mech. Machinist; A son, Gerrit Antonius  
WEVER, Harry - Accounting; Twin daughters; Ursula Elenor & Athina Faritsa

**July 5**  
CHEREBIN, Reginald D. - Medical; A son, Paul Robert  
LIDGEE, Antonio E. - Mech. Admin.; A daughter, Gloria Martina

**July 6**  
ALDERS, Benjamin E. - Cracking; A daughter, Nanette Marie  
TROSS, Erol - Mech. Welding; A daughter, Claudette Nuris  
KELLY, Martin - Mech. Metal Trades; A daughter, Edna Filomena

**July 8**  
BLIDEN, Alphonso A. - Mech. Pipe; A son, Orlando Rafael

**July 10**  
KOOLMAN, Jacobo - Storehouse; A son, Silvio Isidro



**RETIREEE CAYETANO D. Manuela**, left, accepts a monetary gift from K. R. Williams, supervisor of maintenance and supply division at Lago Hospital, which was presented on behalf of the retired janitor's fellow workers. Mr. Manuela retired Aug. 1.

**PENSIONISTA CAYETANO D. Manuela**, robez, ta acepta un regalo monetario for di K. R. Williams, supervisor di maintenance and supply division na hospital di Lago, cual a worde presentá na nomber di su companjeronan di trabao. Sr. Manuela a retira Aug. 1.



**AUGUST 1** was the retirement date for Dominico Koolman of Process-Receiving and Shipping-Wharves. Mr. Koolman, left, received a monetary gift from his fellow workers shortly before he left.

**AUGUSTUS 1 TABATA** fecha di pensionamento tambe pa Dominico Koolman di Process-Receiving & Shipping-Wharves. Sr. Koolman, banda robez, a recibi un regalo monetario for di su companjeronan di trabao poco promer cu el a retira.



## Twenty-Eight Suggesters Receive Fls. 2245 for CYI's

CYI's worth a total of Fls. 2245 to suggesters were adopted during July. The top award went to G. F. Quashie, formerly of Mechanical-Administration, who received Fls. 650 for his idea which led to a change in the procedure of handling vacation schedules. Another top July suggester was E. Koolman of Mechanical-Garage who received Fls. 360 for his idea which led to the use of Ross carriers, instead of trucks, for transporting cargoes from ships to the Storehouse.

A CYI award of Fls. 300 was paid to S. A. Davis of Process-Receiving and Shipping for his loading pump-house idea. He suggested several adjustments to be made to the present S. W. header for loading tankers. Other July CYI winners, and the amounts they received were:

<b>Accounting</b>	
W. Arends	2 @ Fls. 25
<b>General Services</b>	
J. Wilson	Fls. 30
<b>Mechanical Admin.</b>	
V. F. Coffie	Fls. 25
<b>Storehouse</b>	
T. Croes	Fls. 40
H. O. Hughes	Fls. 25
<b>Electrical</b>	
S. E. Reed (term.)	Fls. 30
H. de Gourville (term.)	Fls. 25
B. F. Semeleer	Fls. 20
<b>Instrument</b>	
H. E. Amaya	Fls. 50
<b>P.-LOF. Run telephone wire from terminal No. 8 to wall of tanks electronic receiver at crude field office.</b>	
<b>Machinist</b>	
A. R. Lo-A-Njoe	Fls. 35
J. M. Bisslik	Fls. 30
E. A. Gumbs	Fls. 30
A. A. Wilson	Fls. 25
<b>Metal Trades</b>	
L. Winterdaal	Fls. 25
<b>Paint</b>	
D. Kelly	Fls. 25
<b>Medical</b>	
F. Sampson	Fls. 30
<b>Process Cracking</b>	
J. I. de Costa (term.)	Fls. 35
F. van Cleef	Fls. 30
H. Kock	Fls. 25

## Fls. 2245 Pagá Pa Ideanan na CYI den Juli

Premionan cu un valor total di Fls. 2245 a worde pagá pa ideanan aproba durante luna di Juli. E premio mas grandi a bai pa G. F. Quashie, antes di Mechanical-Administration, kende a recibi Fls. 650 pa su idea cual a resulta den discontinuacion di mandamento di listanan di vacation, loke a resulta den spaarmento di tempo y placa. Un otro premio grandi durante luna di Juli a bai pa E. Koolman di Mechanical-Garage kende a recibi Fls. 360 pa su idea cual tabata pa usa Ross carriers pa transporta carga for di bapor pa Storehouse en vez di truck.

Un premio di Fls. 300 a worde pagá na S. A. Davis di Process-Receiving & Shipping pa su idea tocante loading pumphouse. El a sugerí varios mehoracion cu por worde haci na e actual S. W. header pa carga tanqueronan.

<b>LOF</b>	
A. M. Richardson	Fls. 50
<b>P.-LOF. Method to prevent turret mystery nozzles from swinging over Swtg. Plt. substation.</b>	
<b>Rec. &amp; Ship.</b>	
J. Harms	Fls. 25
<b>Utilities</b>	
R. A. Richardson	Fls. 25
<b>Tech. Serv. Dept. EIG</b>	
I. Maduro	Fls. 60
<b>P.-R&amp;S. Extend caustic line No. 1 Finger Pier.</b>	
E. Maduro	Fls. 25
<b>UEG</b>	
H. F. Gaba	Fls. 25

## Twenty-Five-Year Service Watches Presented to 16

A near-record number of twenty-five-year service employees were presented coveted gold, inscribed watches at Aug. 3 ceremonies held at the Reception Center. Sixteen long-service men from three departments were awarded twenty-five year watches by F. W. Switzer, acting Service and Staff Departments superintendent. The largest group so honored for having attained twenty-five years of Lago service numbered twenty-one. The record award ceremonies took place Sept. 3, 1958.

The sixteen recognized Aug. 3 for their long service were H. A. Figueroa, General Services-Operations Division-Crafts; F. Croes, Light Oils Finishing; F. J. Dunbar, Receiving

and Shipping; F. Martijn, Receiving and Shipping; and B. F. Lyle, Catalytic and Light Ends, all of the Process Department; C. Lacle, B. Erasmus, R. E. Pietersz, and V. Briezen, all of Mechanical-Machinist; C. J. Maduro, Mechanical-Carpenter; S. Dirkz and N. Geerman, both of Mechanical-Pipe; Z. Kelly and P. Henriquez, both of Mechanical-Storehouse; H. V. Tromp, Mechanical-Paint, and R. A. Wever, Mechanical-Yard.

Ten of the above were members of Lago's first apprentice school group back in 1935. In addition, Mr. Henriquez' father was a twenty-five-year service watch recipient some time ago.



DOMINICO RASMIJN, General Services-Operations Division, was honored with a retirement luncheon July 28. Left to right are V. C. Fuller, L. Solognier, F. Rasmijn, a son; J. M. J. Wagemaker, F. Legenhansen, Miss Maria Rasmijn, a daughter, and Mr. Rasmijn.

DOMINICO RASMIJN, General Services-Operations Division, a worde honrá na un comida di despedida Juli 28. Robez pa drechi ta V. C. Fuller, L. Solognier, F. Rasmijn, un yiu; J. M. J. Wagemaker, F. Legenhansen, Srta. Maria Rasmijn, otro yiu, y Sr. Rasmijn.



POINTING WITH pride to a Ross carrier is Mechanical-Garage employee E. Koolman. He is pleased because he received a Fls. 360 CYI award for his idea to use such a machine to transport cargoes from ships to the Storehouse in place of motor trucks.

MUNSTRANDO CU orguyo ariba un Ross carrier ta E. Koolman, empleado di Mechanical-Garage. El tin motibo pa ta contento como el a recibi un premio di CYI di Fls. 360 pa su idea pa usa un mashien asina pa transporta carga for di bapor pa Storehouse en vez di truck.

## Warda di Anochi

(Continúa di pagina 5)

Igualmente importante pa Lago ta a guarda contra candela cu e patruyanan ta mantene. Durante e wardanan di cuat'or pa mei anochi y di mei anochi pa och'or di mainta tin hopi sitionan den refinaria unda ningun hende ta presente. Patruyadornan a yega di localiza candela den Electronic Data Processing Center den Oficina Mayor. Nan a paga batura cu e pega candela y cu por a resulta serio.

Pero e trabaoonan ta extende ainda mas leu den definicion. E trabao mas grandi di Lago Police Department, di dia y anochi, ta pa tene un control efectivo ariba seguridad di refinaria y concesion. Segun Hefe di Polis W. G. Spitzer cada un di Lago su 4,500 empleadonan ta bini den contacto door di un miembro di e grupo cada vez cu e dreña den refinaria. Y considerando cu cada uno di e empleadonan aki podiser ta pasa pa den y pa for di porta varios vez pa dia, no ta imposible pa calcula cu poliznan di Lago ta check ocho te diez mil ficha tur dia. E ficha mester worde gecheck promer un hombre por punch su carchi y na Porta Mayor sol, 2200 empleado ta worde gecheck asina door di patrolman na guarda.

### Vehiculonan

Un tarea igualmente importante di e patruyadornan stacioná na un di e ocho portanan di Lago ta controlamento di vehiculonan. Sr. Spitzer ta calcula cu su hendenan ta check mas di 6000 movecion di vehiculo cada binti-cuatro ora. Ora bapornan dren-ta y a tripulantenan baha, nan pasonan special mester worde controlá na Porta Mayor. Ta un programa constante di seguridad y tur cos ta check, check, check! "Nos ta insisti ariba identificacion cada vez cu un persona pasa door di un di nos portanan," Sr. Spitzer a bisa. Pone hunto cu e seguridad fundamental y e proteccion contra candela e miles di otro funcionnan policial di e departamento tur dia, y ta bira evidente cu e uniform shinishi di e poliz di Lago ta un vista familiar y bonbini.

Ademas di nos hendenan patruyando ariba bicicleta, otro patruyadornan ta pasa na pia y den auto. E sistema den warda di anochi ta asina cu un hombre ta patruya un cierto vecindario, por ehemplo Reclamation Yard. El ta reporta, na modo di papi, door di punch un oloshi situá na puntonan den e vecindario. Mucho vez el ta e único hende cu ta yega den e vecindario abandoná aki. El ta worde entrená pa percibi detayenan chikito cu por indica situacion abnormal di peligro di candela y el sabi kiko el mester haci ora socede un incidente. El ta escogí pa su honradez, integridad y inteligencia. Den

cuerpo di polis no tin lugar pa hendenan inconfiable.

E hombernan na porta of na patruya a bira un vista común. Truck cu gruponan di patruyador ta bai di stacion pa stacion; un guarda ta duna un saludo amical na un chofer di bus; auto di poliz ta tira su spotlight ariba un fila di botonan di pisca; un corporal ta test e cerradura di Dining Hall — tur ta den un dia di trabao, of mehor dicho, den un anochi di trabao, pa e hendenan di polis di Lago.

### SERVICE AWARDS

#### 20-Year Buttons

Evert M. Robles	Acid & Edel.
Francelin A. G. Maccow	Rec. & Ship.
Pedro G. Briceno	R&S-Wharves
Bruno Giel	Commissary
Pedro D. Croes	Yard
Jacobo Kock	Welding
Dominico G. Croes	Mech.-Admin.
Pauline V. St. Jour	Medical
Erwin I. Wijdh	Cracking
Alejandro J. Gei	Pipe
Modesto Figaroa	Pipe

#### 10-Year Buttons

Bruno Arends	Yard
Juan Boekhoudt	Scaffolder
Herbert P. Reinsch	TSD-Eng.
Samuel J. Speziale	Medical
Tia Keng Lee	Marine Office
Joanquin deCuba	TSD-Eng. -EIG
Calixto Kock	Gen. Serv.-Commissaries
Mrs. Mildred A. Bañes	Medical
Aquiles R. Leon	Accounting
Leonard F. Moritz	Yard
Jesus S. Rincones	Utilities
Hendrik Krozendijk	Utilities
Jesus M. Gomez	Utilities
Bruno Koolman	R&S-Wharves
Nico's Jansen	Stewards
Samuel A. Holmond	Yard
Agustin Werleman	Storehouse
Jose M. Roza	Scaffolding
Agustin Kock	Medical
Francisco Solognier	Medical

## YMCA's Softball All Stars To Play In Park Aug. 28

Twelve teams began competition Aug. 13 in the YMCA Junior Softball Tournament that is scheduled to run through Sept. 26. Vying for laurels in the contests, which will feature an All Star game Aug. 28 and a World Series starting Sept. 24, are squads split into two leagues — the National League and the Caribbean League.

Pursuing the pennant in the National League are the Don Bosco Stars, St. Jans Knapen, Eagles, Boston Stars, Indians and San Nic Clubs. Caribbean League contenders are the YMCA, Brazil Braves, Bordo Boys Junior, Royal Boys, Chicago Flyers and New York squads.

In addition to the All Star game scheduled at the Lago Sport Park Sunday, Aug. 28, at 3 p.m., there are nine games yet to be played in the Caribbean League and eight games left in the National League scramble. Game time is 4:30 p.m. Contests are slated for Aug. 29, 30 and 31 and the first sixteen days in September, excluding Sept. 4 and 11. World champions will be decided in a best two out of three series.

## YMCA Softball All Stars den Park Aug. 28

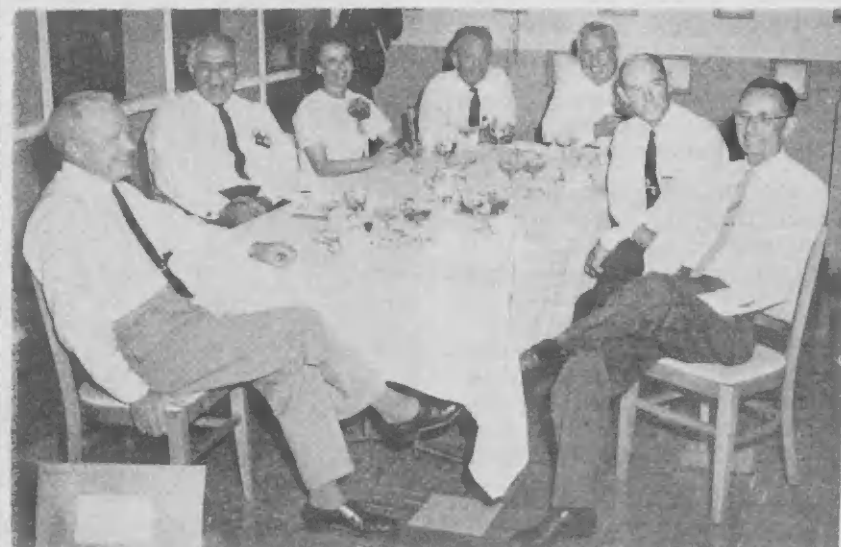
Diez-dos equipo a habri competición Aug. 13 den e YMCA Junior Softball Tournament cual lo dura te Sept. 26. Bringando pa e promer puestonan den e concursionan, cual lo presenta un wega di todos estrellas Aug. 28 y un Serie Mundial cuminzando Sept. 24 ta equiponan parti den dos division.

Bringando pa campeonato den Liga Nacional ta Don Bosco Stars, St. Jans Knapen, Eagles, Boston Stars, Indians y San Nic Clubs. Contendornan den Liga di Caribe ta YMCA, Brazil Braves, Bordo Boys Junior, Royal Boys, Chicago Flyers y New York.

Ademas di e wega todo-estrella cu ta fihá pa tuma lugar na Lago Sport Park Diadomingo, Aug. 28, pa 3 p.m., tin nuebe wega cu mester worde hungá ainda den Liga di Caribe y ocho wega den Liga Nacional. Ora di wega ta 4:30 p.m. Concursonan ta fihá pa Aug. 29, 30 y 31 y e promer diez-seis dianan di September, excluyendo Sept. 4 y 11.

## World's Largest Oil Tank To Store 605,000 Barrels

The world's largest crude oil storage tank is being constructed in Kuwait. The giant steel structure will be 260 feet in diameter and sixty-four feet high. The floating roof tank will have a capacity of 605,000 barrels of oil — more than enough to fill an 80,000 deadweight-ton ocean tanker or to supply a 20,000-barrel-a-day refinery for a month.



WALTER E. Deese, Mechanical-Masons, was guest of honor at a July 26 retirement luncheon. Left to right are G. L. MacNutt, J. R. Proterra, Mrs. Deese, H. E. Culver, H. A. Mathiasen, W. L. Edge and Mr. Deese. WALTER E. Deese, Mechanical-Masons, tabata huesped di honor na un comida di despedida Juli 26. Robez pa drechi ta G. L. MacNutt, J. R. Proterra, Sra. Deese, H. E. Culver, H. A. Mathiasen, W. L. Edge y Sr. Deese.



### Eleven Tankers Have Long Wait For Lago Berths

Eleven large tankers were lined up like taxi cabs waiting for ■ New York City theater crowd, the lead vessel lying just off the San Nicolas Harbor reef and number eleven anchored at a point nearly three miles up the coast. Shades of World War II? Was this a convoy "making up" so that protection in numbers might thwart killer submarines? No, the incident occurred less than a month ago. During a twenty-eight-hour period that started the morning of Aug. 4, the previously mentioned "convoy" of eleven tankers was stacked up either with crude oil cargoes to discharge or clean products to pick up. There were already three large tankers and two clean-product vessels occupying berths. Five empty berths could not be used because they were either not suitable for the larger vessels or not piped for clean products.

One of the eleven of the "left outs" was the 47,000 deadweight-ton Esso Aruba, fully loaded with crude from Lake Maracaibo. After ■ wait of nearly fourteen hours, the vessel finally obtained a berth.

The yet-to-be-built No. 3 Finger Pier will be a decided help in cleaning up such situations as the "stacked-up convoys" when they occur as it will be able to handle any vessel approved for San Nicolas Harbor.

### Diez-Un Tanquero Mester A Warda Pa Drenta Haaf

Diez-un tanquero tabata linjá manera taxi dilanti un bapor di turista. Esun di mas cerca tabata warda net pafor di rif dilanti haaf di San Nicolas mientras ■ ultimo tabata hancrá na un punto como tres milla leuw di costa. Un vista di guerra? Of ta un convoi tabata formando pa e grupo grandi hunto spanta submarinonan enemigo? No, e incidente a socede menos cu un luna pasá. Durante un periodo di binti-ochu ora cu a cumenza Aug. 5 mainta, e "convoi" di diez-un tanquero tabata consisti sea di bapornan cargá di crudo of bapornan wardando pa tuma carga di producto limpi. Ya tabatin tres tanquero grandi y dos bapor cogiendo carga limpi ocupando lugar den haaf. Cinco lugar di mara cu tabata bashí no por a worde usá pa motibo cu sea nan no tabata adecuado pa bapornan mas grandi of e tubería no tabata na condicion pa traha cu producto limpi.

Un di e diez-un cu mester a warda pafor tabata Esso Aruba. E tanquero di 47,000 tonelada peso morto tabata cargá di crudo for di Maracaibo. Despues di warda casi diez-cuatro ora por fin e bapor a haya ocasion pa drenta.

E finger pier No. 3 cu lo worde trahá den futuro lo ta un ayudo definitivo pa preveni formacion di tal convoiinan den futuro, como e lo ta capaz pa acomoda cualkier bapor aprobá pa haaf di San Nicolas.

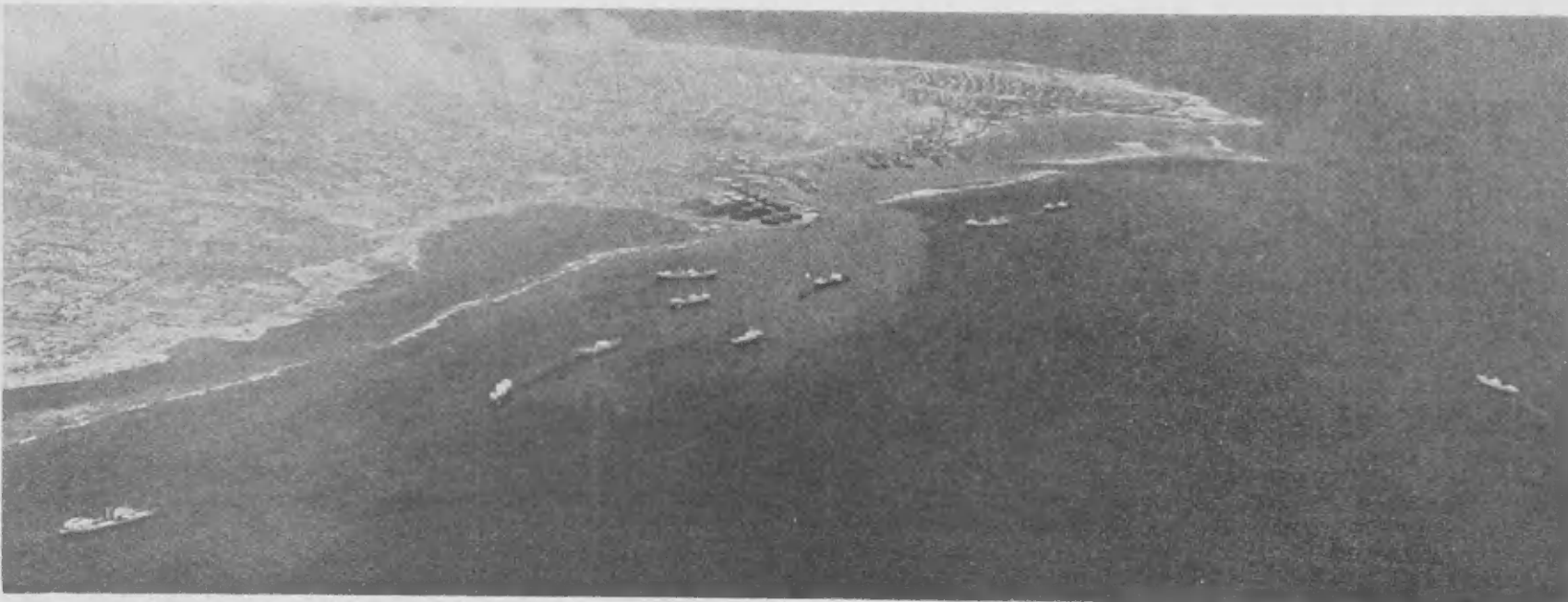
#### Photo Quiz Answers

1. Burner 2. Pre-Packer 3. Treater 4. Operator 5. Levelman 6. Houseman 7. Wiper 8. Oiler 9. Wharfinger 10. Pumper 11. Rigger

Though these job titles may seem unusual, they are a far cry from tongue twisters used at Lago in the past. Long-service employees insist that laundry employees carried such titles as "left shirt sleeve presser," "button sewer-oner," "counter-clockwise pleat presser," "soap shaverer," and many, many others. We doubt the authenticity of this but it sounds good. However, all titles in the quiz are bonafide.

#### CORRECCION

E Ordenanza Nacional tocante A seguro General di Viejez ta furni pensio pa personanan eligible ora nan yega seisenta y cinco anja di edad e no seisenta anja manera nos a publica den ultimo edicion di Aruba Esso News.



CONVOY MAKING up? Not exactly. This string of large tankers was held up for over a day early this month when berths for the "big ones" were at a premium. Eleven in all were affected, though one had departed when the above aerial photograph was taken. Actually, five berths were empty but were not suitable for large tankers.

CONVOOI FORMANDO? No exactamente. E fila di tanquero grandi aki a worde tení atras mas cu un dia na principio di e luna aki ora cu no tabatin lugar pa e "grandinan." Diez-un na total a worde afectá; un a bai caba ora e portret aki a worde sacá for di den aire. En efecto tabatin cinco lugar di mara liber, pero nan no por a acomoda e tanqueronan

### Programa Nobo di Cuminda Cayente Lo Cuminza Sept. 1

Como resultado di reciente negociacion entre directiva di Lago y LEC, empleadonan cu ta traha sobretiempo lo haya cuminda cayente en vez di sandwich cuminzando Sept. 1.

Entre 10 a.m. y 1 p.m. y entre 5 p.m. y 8 p.m. tur empleadonan cu ta traha sobretiempo, cu excepcion di esnan cu ta traha na lugarnan unda ta totalmente imposible pa furni e servicio nobo, lo worde duná un tickete pa un valor di Fls. 3 pa obtene cuminda cayente na sitionan unda e Mobile Canteen ta para. Durante e oranan mencioná ariba sandwich den caya lo no ta disponible y tampoco lo tin cuminda cayente disponible pa empleadonan cu ta traha sobretiempo na otro oranan sino esnan mencioná ariba.

E seleccion di cuminda ta keda na e empleado, pero bao di ningun circunstancia e tickete pa cuminda por

worde trocá pa placa efectivo. El por escoge cualkier articulo cu ta worde bendí na e Mobile Canteen. E tickete nobo ta worde trahá den dos copia door di supervisor di e empleado, kende ta retene un copia pa archivo.

Detayenan di e plan nobo ■ worde formulá door di un comité conjunto di tres representante di LEC y tres representante di directiva. Representantenan di directiva tabata P. A. Hunt, presidente; T. M. Binnion y W. L. Edge. Miembronan di LEC tabata L. A. Chance, A. F. Croes y V. C. Figaroa.

Den establecimiento di ■ programa ■ comité ■ descubri cu na cierto lugarnan lo ta imposible pa entrega cuminda cayente. Empleadonan cu ta traha ariba lancha of remolcador y cu ta midí ariba bapornan ainda lo mester worde entregá sandwich na caha no obstante e ora di dia.

### Hot Lunch Program

(Continued from page 1)

in duplicate by the employee's supervisor who retains one slip.

The details of the new plan were worked out by ■ joint committee of three LEC representatives and three management representatives. Management committee members were P. A. Hunt, chairman; T. M. Binnion and W. L. Edge. LEC committee

members were L. A. Chance, A. F. Croes, and V. C. Figaroa.

In setting up the program the committee found certain work areas where it would not be feasible to provide the hot lunches. Employees working on barges and tug boats and while gauging on tankers will still be furnished box lunches regardless of the time of day.

#### In-Plant Feeding

Stop No.	Location
1	Powerhouse No. 2
2	Administration Bldg.
3	General Office Bldg.
4	P.C.A.R.
5	Hydro Plant
6	Gasoline Pumphouse
7	Tar Flash Unit
8	Powerhouse No. 1
9	Light Oils Finishing Office
10	Loading Pumphouse
11	Marine Office
12	S.A.R.
13	Lunch Shelter - Zone 1

#### Evening Schedule

Time
5:00 - 5:05 p.m.
5:07 - 5:09 p.m.
5:11 - 5:16 p.m.
5:18 - 5:36 p.m.
5:38 - 5:46 p.m.
5:56 - 6:01 p.m.
6:04 - 6:12 p.m.
6:16 - 6:24 p.m.
6:27 - 6:32 p.m.
6:35 - 6:40 p.m.
6:54 - 6:59 p.m.
7:02 - 7:17 p.m.
7:21 p.m.

### Contract pa Pier

(Continued from page 1)

dos y Europa cu a manda oferta aden pa e proyecto grandi. Siendo un contratista grandi di obranan marítimo, e firma a construi e sistema di sewer pa Los Angeles, California. Esaki ta consisti di un tubo di concrete bashá di antemano cu ta corre milla leuw den Oceano Pacifico. Hunto cu e otro ocho aplicantenan, Raymond mester a manda aden di-

seño pa construccion di e pier y tambe e prijs. E diseño di e aplicante ta pa un pier di concreto wantá ariba balki di staal. Pa logra esaki, slabs di concreto bashá y armá di antemano lo worde incorporá den dek di e pier y nan lo sosega ariba balkinan di staal den forma di letra H cu capa cabri cu concrete. E balkinan aki lo worde protegá catódicamente contra cosorison.



SAN NICOLAS Harbor in May, 1950, presented a different picture to aviators than she does today. The old T-dock is in the foreground and reef docks can be seen. When the new No. 3 Finger Pier is completed and other piers dismantled, the harbor will change in appearance once more.

HAAF DI San Nicolas na Mei 1950 tabata presenta un diferente aspecto for di aire cu awendia. E T-dock bieuw banda adilanti y reef docks por worde mirá. Ora No. 3 Finger Pier keda cla y e otro pierman desarmá, e haaf lo cambia apariencia atrobe.

#### PIER CONTRACT

(Continued from page 1)

The breasting island itself will closely resemble the deck of ■ modern aircraft carrier at the building stage before manifolds, pipe and loading arm structures are installed. This shape and the free-standing loading arms were designed by Esso Research and Engineering Company which, in close liaison with Lago, made up the pier specifications for bidders and picked the successful contractor. Now in use in other world ports, the free-standing loading arms ■ just that. Instead of using rubber hose for loading and unloading, two twenty-seven-foot-long steel pipes connect ■ shore line to a ship line. Like ■ giant dentist's drill, the two-piece loading arm ■ lowered by cable by ■ operator in ■ high-up station until the arm is secured. It is then self-supporting. Unique steel joints make a perfect, flexible connection.

#### Thirty-Inch Line

Largest pipeline running out to the breasting island over an exposed pipe trestle will be a thirty-inch crude line for unloading the big Creole crude ships now in service. A concrete roadway will run out to the island and terminate in a large turnaround area.

The contractor will build the pier, dismantle No. 4 Finger Pier and dredge the north basin of the new finger pier to a depth of forty feet. Equipment the company is slated to bring to Aruba includes ■ floating pile driver, floating concrete plant and dredge. Floating equipment will be procured from other sources as well.

The doomed No. 4 Finger Pier was Lago's first finger pier. It was built in 1935. Prior to that Lago used ■ T-dock and No. 1 Gasoline Dock, both built in 1927 to handle harbor traffic.